CAPE LISBURNE
LEGEND

HLT/IOS — NORTH

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or more multiple runways less than 8069 ft.
- Closed (for aircraft) hard-surfaced runway, other than heliport/vertiport, 8069 ft. or greater
- Abandoned airports, landing areas, and heliports/vertiports

All airports/landing areas that meet the criteria shown, are shown for visual orientation. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced all military airports are identified by abbreviations (AFB, NAS, AAF, etc.)

Heliport (Helipad) — Unverified — Abandoned - paved surface 3000 ft. or greater — Ultralight (Ultrastol) Operations Observed

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability. Airport may sell aviation gasoline (Avgas) and/or jet fuel.

- Rotating airport beacon in operation Sunset to Sunrise
- Airport may obviously affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and instrumented airspace associated with Class B, C, D, and E surface areas are shown.

- Class B Airspace
- Class C Airspace Mode C Veil (Within 30 NM of Class B Airspace)
- Class D Airspace (Operating hours are published in hundreds of feet (Mode C veils) surrounding that status)
- Class E (SFC) Airspace

CLASS E — Class E Airspace with floor 700 ft. above surface that surrounds Class C Airspace

CLASS E — Class E Airspace with floor 1200 ft. above surface that surrounds Class D Airspace

CLASS E — Class E Airspace with floor 1200 ft. or greater above surface that is not associated with Class B, C, or D Airspace

2400 MSL / 4500 MSL — Intermediate floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace with floor 14,500 MSL and above is designated as Jet/UTA Airspace. See Class E Airspace rule defaults Federal Airways, Offshore Airspace Areas, and Canadian Transborder Airways for altitudes. Airways are indicated blue/red/blue. Jet routes are indicated magenta.

Total mileage intersections — Mileage between fixes

Prohibited, Restricted, and Warning Areas

Alert Area and Military Operations Area (MOA) symbology. Alert Areas do not extend into Class A, B, C, D, and E Airspace. Pilot training may occur.

Special Airport Traffic Area (See FAR 93 for details.) Operations may be conducted in Temporary Flight Restricted Areas.

DOD / AC Services Training Area (TRA)

Terminal Radar Service Area (TRSA)

National Security Area

Terminal Radar Service Area (TRSA) - Military Training Route

AIRPORT DATA

Box includes Dial-In, Remote Communications Outlet (RCO), Flight Watch, Flight Service Station (FSS) frequencies. Frequency with "C" - 118.1 + 255.4 MHz Flight Traffic Area (FTA) 1.2 - 1.42 (NF, NW, NE, SW, SE) 255.4 MHz. FSS Name. VFR Advisory 123.6 MHz. FSS Supplemental Facilities.

ACP — Airport Control Panel
ACT RQRD — Receiving special VFR flights is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
* - Operates part-time; consult Chart Supplement for tower frequencies and hours of operation.
Follows the Common Traffic Advisory Frequency (CTAF).
ASOS 135.4 - Automatic Surface Observing System
ATIS 128.8 - Automatic Terminal Information Service
AWS 133.2 - Automatic Flight Information Service (AFIS) - Alaska Only - Automated Weather Sensor System (AWSS) - Observing System which is/or full time ASOS not available. Some MISSIONS facilities may not be located at airports.
AWOS - Automated Weather Observing System
VFR Advisory — VFR Advisory Service shown where full-time ATIS, ASOS, or AWOS is not available. Consult Supplement for details.
Elevation is msl.
Lighting limitations exist; refer to Supplement.
Lighting limitations exist; refer to Supplement.
Length of longest runway in hundreds of feet. Runway Identification.
Where information is lacking, the respective character is replaced by a dash. Consult Supplement for complete airport data.

COMMUNICATION BOXES

123.4 — CASCADE 90° 088 CAS 27° — 123.4

Shadow indicates no voice or frequency.

Boldface indicates Business service, continuous or On-Request.

Weather Current.

FSS radio callout/telephone callout to contact communication

120.1R and 120.1T — Frequencies above this line are receive/transmit. Frequencies below this line are transmit only. Where only one frequency is listed, it is receive/transmit for broadcasts.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR/DME
- TACAN
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

1,000 ft and higher AGL — Other than Tall Tower — Elevation of the highest obstacle in area. Obstacle Density.

Tower 350 ft. AGL/ 1050 ft MSL — Group Obstruction — Number of obstacles in group.

Obstruction Light — Elevation of the highest obstacle with height above ground. Under construction or reported (not confirmed) — Height above ground level of obstacle. Lighting status unknown.

Obstruction Light — Has lighted obstacle(s) in area. Has lighted obstacle(s) not shown.

MISCELLANEOUS

- STADIUM
- Aerial Refueling Track (See Supplement.)
- Aerobatic Practice Area (See Supplement.)
- Glider Activity
- Hang Glider Activity
- Ultralight Activity
- Parachute Jumping Area
- Rocket Launch Site Area
- Marine Light
- VFR Waypoints
- Magnetic Low (2025 Values)
- VFR Reporting Point

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Antenna Tower
- Control Tower
- Water Data
- Spot Elevation
- 1182 Elevation of Pass
- Mountain Pass - Recommended route of direction of flight and pass elevation. Use with extreme caution when weather is near pass altitude. Hazardous flight conditions may exist within and near mountain passes.

Lambert Conformal Conic Projection Standard Parallels 65° 20' and 70° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

4969 — 2000 — 1000 — 500 — Sea Level

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet

Values are expressed in feet MSL
HIGHEST TERRAIN in area contains a 4969 feet located at 68° 22'N - 169° 19'W
Spot elevation 4254
Approximate elevation 5000

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

NOTE: Maritime boundary phraseology applied pending formal exchange of instruments of ratification.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

FAA air traffic service outside U.S. airspace is provided in accordance with Article 12 and Annex 11 of ICAO Convention, ICAO Guidance and Procedures, and in accordance with ICAO restrictions and limitations.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs) Non-participating

All IR and VR MTRs are depicted on this chart regardless of altitude. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning MTR Military Training Routes North and South America for current routes.

CAPE LISBURNE SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at
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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately ten minutes of latitude overlap between the north and south sides of each sectional chart. To plot a non-minutes of latitude course between two points that do not have both an intersecting meridian and corresponding latitude tick marks, one pair on each side of the chart and follow the steps below:

STEP 1 - Draw a straight line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of the area where your course will be plotted.

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. Place the straight edge of a piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge). Mark the point where your course line crosses that side of the paper edge with the designation POINT A. Then, on the same edge, mark A on edge of the paper where it meets that MATCH LINE.

STEP 3 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart past the MATCH LINE and mark it as POINT B on MATCH LINE out to the edge of the chart. Make this LINE B.

STEP 4 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. Make this LINE C.

STEP 5 - Take the sheet of paper with MARK A on it and align the top or bottom edge of the paper with the MATCH LINE on the chart, with MARK A on the bulk of the sheet extending off of the chart. Pivot the paper on MARK A until LINE B intersects POINT B.

STEP 6 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 7 - Turn the chart over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Numerous National Park Service areas, National Wildlife Refuges, and areas administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS), along with areas administered by the respective agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS) without prior permission. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. For contact information for all these areas in Alaska, see Supplement Alaska Publication.

Flights over designated Wilderness and Primitive areas administered by the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular AC91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR 13.45). Violations may be reported to the nearest FWS, NPS, USFS, state conservation, ranger, marine, police, field or forest headquarters.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Western Arctic National Parklands - (907) 442-3890 (Kotzebue) / (907) 443-2522 (Nome) / (907) 644-3626 (Chief Ranger)
Yukon Flats NWR - Fairbanks, AK - (907) 456-0329 Western Arctic National Parklands, Kobuk Valley National Park, and Bering Land Bridge National Preserve

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

ATTENTION >>> PILOTS

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).

On this chart, the maximum elevations figures (MEF) within the printed lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on the highest known obstacle and terrain within each such quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet ..... 12[5]

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class E Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

For weather camera information visit https://weathercams.faa.gov

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

Aircraft operating in the vicinity of the ADIZ should monitor appropriate aeronautical radio communication frequencies for VFR 123.6 or UHF 243.0. It is the responsibility of all pilots operating in or near the ADIZ to be familiar with the procedures set forth in this publication to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will not be harassed or targeted. If intercepted, aviators should remain calm, establish radio contact on VHF guard 121.5 or UHF 243.0 and follow the intercept or visual (ICAO) signals. Be advised that non-compliance may result in the use of force.

REPORTING CHART ERRORS

You are requested to report chart errors, omissions, or recommendations that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ask/ prior to contacting us via toll free number at 1-800-638-8972 between 9:00 AM and 5:00 PM Eastern Time, Monday through Friday, or mail to FAA, Aeronautical Information Services,1305 East-West Highway, ESMC-4, Suite 4400, Silver Spring, MD 20910-3281.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

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CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ——— towers ——— pipelines ——— and/ railroads ——— Check NOTAMs and see AIM for details.

CAPE LISBURNE